| Month | Opening balance of indents | Fresh Indents | No. of wagons loaded | Closing balance of indents |
|---|---|---|---|---|
| April' 92 | 112 | 236 | 308 | 40 |
| May' 92 | 40 | 136 | 172 | 2 |
| June' 92 | 2 | 92 | 91 | 3 |
| July' 92 | 3 | 398 | 85 | 301 |
| Aug.' 92 | 301 | 407 | 602 | 105 |
| Sept.' 92 | 105 | 216 | 321 | Nil |

During the six months period indents for 18 wagons were cancelled by the indentors.

(b) There is no loading of perishables at Solapur in wagons loads for movement by goods trains. Perishables Offered as percels at Solapur are mainly moved by passenger carrying trains. Supply of wagons at Solapur for transportation of goods in block rakes is satisfactory but there is delay in meeting the demand for piecemeal supply of wagons.

(c) At the end of October, 1992 there was no demand of wagons pending and all demands in Sept., 92 and October, 92 were fully met. Every effort is made to supply adequate wagons at Solapur where the indents are registered for train loads.

**Growth of handloom sector**

*26. SHRI SURESH KALMADI: Will the Minister of TEXTILES be pleased to state:

(a) whether Government have taken any steps for the all round growth of the handloom sector in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) Yes, Sir.

(b) The ongoing plan schemes implemented during the Seventh Plan have been suitably revised wherever necessary and a number of new schemes like margin money for destitute weavers, intergrated handloom village development scheme have been approved for implementation during the Eighth Plan. With a view to protect and promote the handloom sector and improved generation of employment to handloom weavers, a substantially higher provision of Rs. 300 crores is envisaged during the Eighth Plan for the Plan schemes.

**इंडियन रेलवे फाइनेंस कारपोरेशन द्वारा बैंकों में जमा कराई गई धनराशि**

*27. श्री राम जेठमलानी:
डा० जिनेन्द्र कुमार जैन:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि इंडियन रेलवे फाइनेंस कारपोरेशन ने सिटी बैंक, युनाइटेड कमर्शियल बैंक और कैनबैंक फाइनेन्सियल सर्विसेज लिमिटेड में एक बड़ी धनराशि जमा कराई थी;

(ख) यदि हां, तो 1990-91 और 1991-92 के दौरान वर्ष-वार इस निगम ने इस वित्तीय संस्थाओं में कितनी-कितनी राशि जमा कराई थी;

(ग) क्या इन सभी वित्तीय संस्थाओं ने इस निगम को देय राशि का पुनः भुगतान कर दिया है;

(घ) यदि नहीं, तो वह राशि कितनी है जिसे निगम के आग्रह के बावजूद इन संस्थाओं द्वारा उसे सितम्बर, 1992 तक वापस नहीं किया गया है; और

(ङ) क्या यह भी सच है कि आर्थिक अभाव के कारण कोंकण रेल परियोजना के समय पर पूरा हो पाने की संभावना नहीं है?